

Metropolitan Transportation Authority
2023 Fare Change Materials
July 19, 2023

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STAFF SUMMARY

Subject						Date			
2023 Fare Increases						July 19, 2023			
Department						Vendor Name			
Finance Department									
Department Head Name						Contract Number			
Kevin Willens									
Department Head Signature						Contract Manager Name			
Project Manager Name						Table of Contents Ref #			
Jai Patel									
Board Action						Internal Approvals			
Order	To	Date	Approval	Info	Other	Order	Approval	Order	Approval
1	Board	7/19/2023				1	Chief Financial Officer		
						2	Legal		
						3	Chief of Staff		
Narrative									

Purpose: To obtain the Board’s adoption and approval of a Resolution authorizing proposed fare increases, as set forth in Attachment A to the Resolution.

Discussion: Fares and tolls are critical to the MTA’s ability to operate a safe and reliable transportation system, while helping to support rising costs and achieving a balanced budget as required by law. After a brief pause in fare increases during the COVID-19 pandemic, the MTA is resuming its practice of adopting biennial fare and toll increases – a policy the MTA has followed since 2010. Modest and predictable fare and toll increases help keep up with inflation, avert radical fare and toll fluctuations and mitigate impacts on customers by offering a predictable increase schedule.

On December 21, 2022, the Board adopted the 2023 – 2026 Financial Plan, which included a 5.5% increase in fare and toll revenue. In addition, on December 21, 2022 the Board authorized agency staff to proceed with the steps necessary to consider, but not implement, proposals for fare and toll increases. As a part of the Fiscal Year 2024 State budget agreement, MTA is able to bring the planned 5.5% increase in fare revenue to 4%. As such, MTA staff developed fare scenarios that achieve a 4% increase in fare revenue.

Accordingly, the public hearing process has been conducted. Notices advising the public of proposed changes in fares and establishing dates for the public hearings on such proposed changes were posted throughout the transit system in June 2023, advertisements of the hearings were run in 21 area newspapers, and detailed informational materials describing the fare proposals were posted on the MTA website. Between June 22, 2023 and June 26, 2023, the Board held four hybrid public hearings to receive public comments on the proposed fare changes. MTA further invited and received written and video statements from members of the public commenting on the proposed fare changes. Transcripts and recordings of the hearing testimony, as well as copies of written statements have been distributed to Board members for their consideration.

The Board is now requested to adopt the accompanying resolution authorizing implementation of the proposed fares set forth in Attachment A to the resolution, having had the benefit of such public testimony and written comments that were submitted concerning the proposed changes in fares and having considered and deliberated upon the financial circumstances of the MTA agencies and the impacts of such proposed changes in fares upon riders of mass transportation. The proposed fare increases are summarized below. See Attachment A to the Resolution for further detail.

New York City Transit, MaBSTOA, Staten Island Railway, MTA Bus

These changes are contemplated to take effect on or about August 20, 2023:

- Base Fare: Increase the local bus and subway fare to \$2.90
- Single Ride Ticket: Increase the Single Ride Ticket to \$3.25.
- Express Bus Fare: Increase the Express Bus fare to \$7.00.
- Unlimited Ride Passes: Increase the price of unlimited ride passes as follows:
 - 7-Day Unlimited Ride increases from \$33.00 to \$34.00;
 - 30-Day and Calendar Monthly Unlimited Ride increases from \$127.00 to \$132.00
 - 7-Day Express Bus Plus Unlimited Ride increases from \$62.00 to \$64.00.

All Senior Citizen/Disabled/Student Reduced Fare/Paratransit Zero Fare discount policies remain unchanged and will pertain to applicable fares as modified. Fares for Paratransit Services are the same amount as the base fare, \$2.90.

Commuter Railroads

These changes are contemplated to take effect on or about August 20, 2023:

- All Weekly and Monthly passes would increase 4.5% or less. Monthly tickets would increase no more than \$20.50 and Weekly tickets would increase no more than \$7.25. No increase on Monthly tickets at or above \$500.00 or Weekly tickets at or above \$177.50.
- One-way tickets have a range of increases due to the need for fares to round to 25¢ increments. One-way fares into New York City have a range of increases from 0% to 10%.
- Other ticket types such as intermediates, half fares and other discounted tickets may have larger increases up to 20%, due to the need to round to 25¢ increments. For these one-way fares, any increase greater than 6.0% would be not more than 50¢ per ride.
- On Metro-North Railroad Pascack Valley and Port Jervis lines, no fares would increase.
- UniTicket and One-Way connecting fares:
 - Increase weekly UniTicket connecting fares for Hudson Rail Link by 50¢ and increase monthly UniTicket connecting fares for Hudson Rail Link by \$1.75.
 - Increase weekly UniTicket fare for connecting local NYC bus service (NYCT, MaBSTOA and MTA Bus) by 25¢ and monthly UniTicket fare by \$1.75.
 - Increase one-way fares for the Hudson Rail Link by 15¢ and one-way connecting fares for the Haverstraw-Ossining Ferry by 25¢.
 - Increase weekly connecting fare for Haverstraw-Ossining Ferry by 50¢ and Newburgh-Beacon Ferry by 25¢.
 - Increase monthly connecting fare for Haverstraw-Ossining Ferry by \$1.75 and Newburgh-Beacon Ferry by 50¢.
 - Increase weekly fare for Nassau Inter-County Express (NICE) Bus UniTicket by 50¢ and monthly fare by \$2.25.

Attachment A to the resolution provides further detail on the proposed fare changes, which are required to achieve a balanced financial plan. A service equity analysis, conducted in accordance with Title VI of the Civil Rights Act of 1964 and related Federal Transit Administration guidance materials, found that implementation of the proposed fare change would not result in a disproportionate impact on either minority or below-poverty populations. A summary of this analysis is included in Attachment A.

Impact on Funding: Adoption of this Resolution will raise revenues in 2023 and subsequent years, by increasing fares paid for transportation services provided by the MTA agencies, in furtherance of achieving a balanced budget as required by law.

Recommendation: It is recommended that the MTA Board adopt the Resolution attached to this Staff Summary.

RESOLUTION

FARE CHANGES

PERTAINING, AS APPLICABLE, TO MTA, NYCTA, MaBSTOA, SIRTOA, MTA BUS, METRO-NORTH and LIRR

WHEREAS, the 2023-2026 Financial Plan adopted by the Board on December 21, 2022, contemplates implementation of fare and toll increases in 2023 in order to achieve a balanced budget in 2023;

WHEREAS, on December 21, 2022, the Board authorized agency staff to take necessary steps in connection with the consideration of fare increases, including publishing any required notices and conducting any required public hearings, for submission to the Board;

WHEREAS, notices of public hearing on proposed changes in fares were prepared and posted by the Metropolitan Transportation Authority (“MTA”), New York City Transit Authority (“NYCTA”); the Manhattan and Bronx Surface Transit Operating Authority (“MaBSTOA”); Staten Island Rapid Transit Operating Authority (“SIRTOA”); MTA Bus Company (“MTA Bus”), Metro-North Commuter Railroad Company (“Metro-North”), and The Long Island Rail Road Company (“LIRR”) (collectively, the “MTA Agencies”) at agency transportation facilities; and advertisements of said public hearings were contemporaneously published by the MTA Agencies, appearing in The Daily News, AMNY/Metro, Newsday, Poughkeepsie Journal, Daily Challenge, Journal News, El Diario, Chinese World Journal, Korea Daily (New York), Der Yid Weekly, Russkaya Reklama, Haiti Liberte, Weekly Bangalee, NY Carib News, Positive Community, Amsterdam News, NY Christian Times, Harlem Community News, Ourtime Press, Street Hype, and Westchester County Press.

WHEREAS, four hybrid public hearings were conducted by MTA, NYCTA, MaBSTOA, SIRTOA, MTA Bus, Metro-North and LIRR, at the times set forth in the aforesaid notices of public hearings, at which all persons who wished to comment on the proposed fare changes were permitted to speak and written comments for inclusion in the record of the proceeding were invited, at MTA Headquarters, 2 Broadway, New York, NY on July 22, 2023, July 23, 2023, and July 26, 2023.

WHEREAS, the Boards of MTA, NYCTA, MaBSTOA, SIRTOA, MTA Bus, Metro-North and LIRR have considered the testimony of the public at the hybrid public hearings and and the written comments that were submitted;

WHEREAS, the Boards of MTA, NYCTA, MaBSTOA, SIRTOA, MTA Bus, Metro-North and LIRR have considered various alternative fare structures and proposals and the financial circumstances of the MTA Agencies, have reviewed the results of analyses of fare structures and proposals prepared in accordance with Title VI requirements, and have considered impacts of proposed fare changes upon riders of mass transportation services, including minority and low-income users of such services;

NOW, THEREFORE, upon motion duly made and seconded, the following resolutions

were adopted by the Boards of MTA, NYCTA, MaBSTOA, SIRTOA, MTA Bus, Metro-North and LIRR:

RESOLVED, that in accordance with the requirements of section 1205 and 1266 of the Public Authorities Law, the Boards of MTA, NYCTA, MaBSTOA, SIRTOA, MTA Bus, Metro-North and LIRR hereby approve the Title VI analysis and the fares and fare structures set forth in Attachment A hereto for NYCTA, MaBSTOA, SIRTOA, MTA Bus, Metro-North and LIRR, and the Presidents of each of MTA, NYCTA, MaBSTOA, SIRTOA, MTA Bus, Metro-North and LIRR and their designees are hereby authorized and directed to take such steps as may be necessary or desirable to implement such fares structures.

July 19, 2023
New York, New York

STAFF SUMMARY

Subject						Date			
Adjustments to Fare Promotions						July 19, 2023			
Department						Vendor Name			
Finance Department									
Department Head Name						Contract Number			
Kevin Willens									
Department Head Signature						Contract Manager Name			
Project Manager Name						Table of Contents Ref #			
Jai Patel									
Board Action						Internal Approvals			
Order	To	Date	Approval	Info	Other	Order	Approval	Order	Approval
						1	Chief Financial Officer		
1	Board	7/19/2023				2	Legal		
						3	Chief of Staff		
Narrative									

Purpose:

To obtain Board approval to adjust temporary fare promotions pertaining to travel on New York City Transit (NYCT), MTA Bus Company (MTA Bus), Staten Island Railroad (SIR), Long Island Rail Road (LIRR) and Metro-North Railroad (MNR).

For subway, local bus and SIR customers, the weekly best fare feature on OMNY will be adjusted to begin on any day of the week. Currently, calculation of trips under the best fare feature must begin on Monday and run through Sunday.

For railroad customers, new and existing temporary fare promotions will be:

- Continue the off-peak City Ticket for \$5.00
- Introduce a new peak City Ticket for \$7.00
- Introduce a new Far Rockaway Ticket for travel from the LIRR Far Rockaway station, at the same City Ticket prices
- Continue the additional 10% discount on monthly tickets
- Continue the Combo ticket for trips combining travel on both LIRR and MNR

These promotions will run for at least six months and may continue until the next permanent fare change.

Additionally for railroad customers, one temporary fare promotion and two study tickets will expire. These are:

- The 20-trip ticket (20% off the regular peak fare price) valid for 60 days after date of purchase
- The one-way Atlantic Ticket for \$5.00 and the weekly Atlantic Ticket for \$60.00

Impact on Funding:

Fare revenues from the adjusted fare promotions are included within the current budget and July Financial Plan projections.

Recommendation:

It is recommended that the MTA Board approve this promotional package.

**Subway, Bus and Paratransit
Table of Proposed Fares**

Ticket Type	Current Fare	Proposed Fare
Subway and Local Bus		
Base Fare (Coin or Pay-Per-Ride)	\$2.75	\$2.90
Single Ride Ticket	\$3.00	\$3.25
7-Day Unlimited Ride	\$33.00	\$34.00
30-Day Unlimited Ride	\$127.00	\$132.00
Reduced Base Fare	\$1.35	\$1.45
Reduced 7-Day Unlimited Ride	\$16.50	\$17.00
Reduced 30-Day Unlimited Ride	\$63.50	\$66.00
Express Bus		
Base Fare (Pay-Per-Ride)	\$6.75	\$7.00
7-Day Express Bus Plus	\$62.00	\$64.00
Reduced Fare Off-Peak	\$3.35	\$3.50
Paratransit		
Paratransit Base Fare	\$2.75	\$2.90

Long Island Rail Road Table of Proposed Fares

Zones & Stations

Zone	Stations
1	Penn Station, Grand Central Madison, Atlantic Terminal, Long Island City, Hunterspoint Avenue, Nostrand Avenue, East New York, Woodside, Forest Hills, Kew Gardens, Mets-Willets Point
3	Jamaica, Locust Manor, Laurelton, Rosedale, St. Albans, Hollis, Queens Village, Flushing, Murray Hill, Broadway, Auburndale, Bayside, Douglaston, Little Neck
4	Gibson, Hewlett, Woodmere, Cedarhurst, Lawrence, Inwood, Far Rockaway, Lynbrook, Valley Stream, Westwood, Malverne, Lakeview, Hempstead Gardens, West Hempstead, Elmont-UBS, Belmont Park, Bellerose, Stewart Manor, Nassau Boulevard, Garden City, Country Life Press, Hempstead, Floral Park, New Hyde Park, Merillon Avenue, Mineola, East Williston, Great Neck, Manhasset, Plandome, Port Washington
7	Centre Avenue, East Rockaway, Oceanside, Island Park, Long Beach, Rockville Centre, Baldwin, Freeport, Merrick, Bellmore, Wantagh, Seaford, Massapequa, Massapequa Park, Carle Place, Westbury, Hicksville, Bethpage, Farmingdale, Syosset, Albertson, Roslyn, Greenvale, Glen Head, Sea Cliff, Glen Street, Glen Cove, Locust Valley, Oyster Bay
9	Amityville, Copiague, Lindenhurt, Babylon, Pinelawn, Wyandanch, Deer Park, Cold Spring Harbor, Huntington, Greenlawn, Northport
10	Bay Shore, Islip, Great River, Oakdale, Sayville, Patchogue, Brentwood, Central Islip, Ronkonkoma, Medford, Kings Park, Smithtown, St. James, Stony Brook, Port Jefferson
12	Bellport, Mastic-Shirley, Speonk, Yaphank
14	Westhampton, Hampton Bays, Southampton, Bridgehampton, East Hampton, Amagansett, Montauk, Riverhead, Mattituck, Southold, Greenport

**Long Island Rail Road
Table of Proposed Fares**

Table 1: Fares to/from Zone 1

Zone	Monthly		Weekly		One-Way Peak		One-Way Off-Peak	
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed
1	\$177.00	\$183.00	\$63.00	\$65.00	\$9.00	\$9.25	\$6.50	\$6.75
3	\$211.00	\$220.00	\$75.00	\$78.25	\$10.75	\$11.25	\$7.75	\$8.25
4	\$243.00	\$253.00	\$86.50	\$90.00	\$12.50	\$13.00	\$9.25	\$9.75
7	\$277.00	\$287.00	\$98.50	\$102.00	\$14.00	\$14.50	\$10.25	\$10.75
9	\$327.00	\$341.00	\$116.25	\$121.25	\$16.75	\$17.50	\$12.00	\$13.00
10	\$365.00	\$378.00	\$129.50	\$134.50	\$19.75	\$20.50	\$14.25	\$15.25
12	\$415.00	\$433.00	\$147.50	\$154.00	\$23.50	\$24.50	\$17.00	\$18.25
14	\$450.00	\$468.00	\$160.00	\$166.25	\$30.50	\$31.75	\$22.25	\$23.50

Zone	10-Trip Peak		10-Trip Off-Peak		One-Way Senior/Disabled		10-Trip Senior/Disabled	
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed
1	\$90.00	\$92.50	\$55.25	\$57.50	\$4.50	\$4.50	\$45.00	\$45.00
3	\$107.50	\$112.50	\$66.00	\$70.25	\$5.25	\$5.50	\$52.50	\$55.00
4	\$125.00	\$130.00	\$78.75	\$83.00	\$6.25	\$6.50	\$62.50	\$65.00
7	\$140.00	\$145.00	\$87.25	\$91.50	\$7.00	\$7.25	\$70.00	\$72.50
9	\$167.50	\$175.00	\$102.00	\$110.50	\$8.25	\$8.75	\$82.50	\$87.50
10	\$197.50	\$205.00	\$121.25	\$129.75	\$9.75	\$10.25	\$97.50	\$102.50
12	\$235.00	\$245.00	\$144.50	\$155.25	\$11.75	\$12.25	\$117.50	\$122.50
14	\$305.00	\$317.50	\$189.25	\$199.75	\$15.25	\$15.75	\$152.50	\$157.50

**Long Island Rail Road
Table of Proposed Fares**

Table 2: Fares to/from Zone 1 – Pilot Programs

Zone	Peak CityTicket		Off-Peak CityTicket	
	Current	Proposed	Current	Proposed
1	N/A	\$7.00	\$5.00	\$5.00
3	N/A	\$7.00	\$5.00	\$5.00
4				
7				
9				
10				
12				
14				

**Long Island Rail Road
Table of Proposed Fares**

Table 3: Sample Intermediate Fares

Origin Zone	Destination Zone	Monthly		Weekly		One-Way Peak		One-Way Off-Peak	
		Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed
3	3	\$134.00	\$139.00	\$46.00	\$47.75	\$5.50	\$5.75	\$4.00	\$4.25
4	3	\$181.00	\$189.00	\$62.25	\$65.00	\$8.25	\$8.75	\$6.00	\$6.50
7	3	\$212.00	\$221.00	\$72.75	\$76.00	\$10.00	\$10.25	\$7.25	\$7.50
7	4	\$89.00	\$92.00	\$30.75	\$31.75	\$3.25	\$3.50	\$3.25	\$3.50
9	3	\$256.00	\$266.00	\$88.00	\$91.50	\$12.25	\$12.75	\$9.00	\$9.50
9	4	\$149.00	\$155.00	\$51.50	\$53.25	\$6.00	\$6.25	\$6.00	\$6.25
9	7	\$89.00	\$92.00	\$30.75	\$31.75	\$3.25	\$3.50	\$3.25	\$3.50
10	3	\$301.00	\$314.00	\$103.50	\$108.00	\$15.25	\$16.00	\$11.00	\$11.75
10	4	\$201.00	\$209.00	\$69.25	\$72.00	\$7.50	\$8.00	\$7.50	\$8.00
10	7	\$149.00	\$155.00	\$51.50	\$53.25	\$6.00	\$6.25	\$6.00	\$6.25

Metro-North Railroad Table of Proposed Fares

Zones & Stations

East of Hudson

Zone	Hudson Line Stations	Harlem Line Stations
1	Grand Central, Harlem – 125 th St.	Grand Central, Harlem – 125 th St.
2	Yankees – E 153 rd St., Morris Heights, University Heights, Marble Hill, Spuyten Duyvil, Riverdale	Melrose, Tremont, Fordham, Botanical Garden, Williams Bridge, Woodlawn, Wakefield
3	Ludlow, Yonkers, Glenwood, Greystone	Mt. Vernon West, Fleetwood, Bronxville, Tuckahoe, Crestwood
4	Hastings-on-Hudson, Dobbs Ferry, Ardsley-on-Hudson, Irvington	Scarsdale, Hartsdale, White Plains, North White Plains
5	Tarrytown, Philipse Manor, Scarborough, Ossining, Croton-Harmon	Valhalla, Mt. Pleasant, Hawthorne, Pleasantville, Chappaqua
6	Cortlandt, Peekskill	Mount Kisco, Bedford Hills, Katonah, Goldens Bridge
7	Manitou, Garrison, Cold Spring, Breakneck Ridge	Purdy's, Croton Falls, Brewster, Southeast
8	Beacon, New Hamburg	Patterson, Pawling, Appalachian Trail
9	Poughkeepsie	Harlem Valley – Wingdale, Dover Plains
10	N/A	Tennile River, Wassaic

Zone	New Haven Line Stations (NY Only)
11	Fordham
12	Mount Vernon East, Pelham, New Rochelle
13	Larchmont, Mamaroneck, Harrison
14	Rye, Port Chester

Metro-North Railroad Table of Proposed Fares

Table 1: Fares to/from Zone 1

Hudson and Harlem Line

Zone	Monthly		Weekly		One-Way Peak		One-Way Off-Peak	
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed
1	\$167.50	\$172.75	\$59.50	\$61.50	\$8.25	\$8.50	\$6.25	\$6.25
2	\$194.50	\$199.75	\$68.00	\$71.00	\$9.75	\$10.00	\$7.25	\$7.50
3	\$223.25	\$233.00	\$79.25	\$82.75	\$11.50	\$12.00	\$8.75	\$9.00
4	\$250.25	\$260.00	\$89.00	\$92.50	\$12.75	\$13.25	\$9.75	\$9.75
5	\$289.75	\$299.75	\$103.25	\$106.50	\$14.75	\$15.25	\$11.25	\$11.25
6	\$344.75	\$359.00	\$122.50	\$127.50	\$17.50	\$18.25	\$13.25	\$13.50
7	\$393.25	\$407.75	\$140.00	\$145.00	\$20.00	\$20.75	\$15.00	\$15.25
8	\$427.50	\$446.50	\$152.00	\$158.75	\$23.00	\$24.00	\$17.50	\$17.75
9	\$469.00	\$489.50	\$166.75	\$174.00	\$25.75	\$27.00	\$19.25	\$20.00
10	\$482.50	\$499.50	\$171.50	\$177.50	\$27.25	\$28.50	\$20.25	\$21.00

Zone	10-Trip Peak		10-Trip Off-Peak		One-Way Senior/Disabled		10-Trip Senior/Disabled	
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed
1	\$82.50	\$85.00	\$53.25	\$53.25	\$4.00	\$4.25	\$40.00	\$42.50
2	\$97.50	\$100.00	\$61.75	\$63.75	\$4.75	\$5.00	\$47.50	\$50.00
3	\$115.00	\$120.00	\$74.50	\$76.50	\$5.75	\$6.00	\$57.50	\$60.00
4	\$127.50	\$132.50	\$83.00	\$83.00	\$6.25	\$6.50	\$62.50	\$65.00
5	\$147.50	\$152.50	\$95.75	\$95.75	\$7.25	\$7.50	\$72.50	\$75.00
6	\$175.00	\$182.50	\$112.75	\$114.75	\$8.75	\$9.00	\$87.50	\$90.00
7	\$200.00	\$207.50	\$127.50	\$129.75	\$10.00	\$10.25	\$100.00	\$102.50
8	\$230.00	\$240.00	\$148.75	\$151.00	\$11.50	\$12.00	\$115.00	\$120.00
9	\$257.50	\$270.00	\$163.75	\$170.00	\$12.75	\$13.50	\$127.50	\$135.00
10	\$272.50	\$285.00	\$172.25	\$178.50	\$13.50	\$14.25	\$135.00	\$142.50

Zone	School Commutation	
	Current	Proposed
1	\$125.00	\$116.00
2	\$144.00	\$134.00
3	\$166.00	\$156.00
4	\$186.00	\$174.00
5	\$216.00	\$201.00
6	\$256.00	\$241.00
7	\$293.00	\$273.00
8	\$318.00	\$299.00
9	\$349.00	\$328.00
10	\$359.00	\$335.00

**Metro-North Railroad
Table of Proposed Fares**

Table 2: Fares to/from Zone 1

New Haven Line (NY Portion)

Zone	Monthly		Weekly		One-Way Peak		One-Way Off-Peak	
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed
11	\$194.50	\$199.75	\$68.00	\$71.00	\$9.75	\$10.00	\$7.25	\$7.50
12	\$223.25	\$233.00	\$79.25	\$82.75	\$11.25	\$11.75	\$8.50	\$8.75
13	\$250.25	\$260.00	\$89.00	\$92.50	\$12.75	\$13.25	\$9.75	\$9.75
14	\$270.00	\$280.00	\$96.00	\$99.50	\$13.75	\$14.25	\$10.25	\$10.50

Zone	10-Trip Peak		10-Trip Off-Peak		One-Way Senior/Disabled		10-Trip Senior/Disabled	
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed
11	\$97.50	\$100.00	\$61.75	\$63.75	\$4.75	\$5.00	\$47.50	\$50.00
12	\$112.50	\$117.50	\$72.25	\$74.50	\$5.50	\$5.75	\$55.00	\$57.50
13	\$127.50	\$132.50	\$83.00	\$83.00	\$6.25	\$6.50	\$62.50	\$65.00
14	\$137.50	\$142.50	\$87.25	\$89.25	\$6.75	\$7.00	\$67.50	\$70.00

Zone	School Commutation	
	Current	Proposed
11	\$144.00	\$134.00
12	\$166.00	\$156.00
13	\$186.00	\$174.00
14	\$201.00	\$188.00

**Metro-North Railroad
Table of Proposed Fares**

Table 3: Fares to/from Zone 1 – Pilot Programs

Harlem and Hudson Lines

Zone	Peak CityTicket		Off-Peak CityTicket	
	Current	Proposed	Current	Proposed
1	N/A	\$7.00	\$5.00	\$5.00
2	N/A	\$7.00	\$5.00	\$5.00
3	/		/	
4				
5				
6				
7				
8				
9				
10				

New Haven Line (NY Portion)

Zone	Peak CityTicket		Off-Peak CityTicket	
	Current	Proposed	Current	Proposed
11	N/A	\$7.00	\$5.00	\$5.00
12	/		/	
13				
14				

**Metro-North Railroad
Table of Proposed Fares**

Table 4: Sample Intermediate Fares

Line / Origin Zone	Destination Zone	Monthly		Weekly		10-Trip Peak		One-Way Peak	
		Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed
Hudson Line									
2	3	\$65.00	\$67.50	\$22.25	\$23.25	\$25.50	\$27.75	\$3.00	\$3.25
2	5	\$96.25	\$100.00	\$34.75	\$34.75	\$49.00	\$51.00	\$5.75	\$6.00
Harlem Line									
2	4	\$72.50	\$75.50	\$24.75	\$26.00	\$36.25	\$36.25	\$4.25	\$4.25
3	4	\$65.00	\$67.50	\$22.25	\$23.25	\$25.50	\$27.75	\$3.00	\$3.25
4	4	\$65.00	\$67.50	\$22.25	\$23.25	\$25.50	\$27.75	\$3.00	\$3.25
5	4	\$66.25	\$68.50	\$22.75	\$23.50	\$25.50	\$27.75	\$3.00	\$3.25
6	4	\$105.25	\$109.75	\$36.25	\$37.75	\$51.00	\$53.25	\$6.00	\$6.25
7	4	\$149.25	\$155.75	\$51.25	\$53.50	\$66.00	\$70.25	\$7.75	\$8.25
8	4	\$197.25	\$206.00	\$68.00	\$70.75	\$97.75	\$102.00	\$11.50	\$12.00
9	4	\$260.00	\$271.00	\$89.50	\$93.25	\$117.00	\$121.25	\$13.75	\$14.25
10	4	\$260.00	\$271.00	\$89.50	\$93.25	\$125.50	\$129.75	\$14.75	\$15.25
New Haven Line (NY)									
11	12	\$65.00	\$67.50	\$22.25	\$23.25	\$25.50	\$27.75	\$3.00	\$3.25
12	12	\$65.00	\$67.50	\$22.25	\$23.25	\$25.50	\$27.75	\$3.00	\$3.25

2023 FARE PROPOSALS: TITLE VI SUMMARY

I. Executive Summary: Results of Title VI Fare Change Analyses

Before taking action to adopt a fare change, MTA conducts evaluations of the fare change to determine whether the specific fare proposal, if adopted, would be expected to have a disparate impact and/or disproportionate burden on minority and low-income populations. These fare change analyses are conducted in accordance with Federal Transit Administration (“FTA”) circular 4702.1B which provides guidance regarding implementation of Title VI of the Civil Rights Act of 1964 (“Title VI”), and FTA’s Environmental Justice Policy.¹

Each of the MTA entities affected by the fare charge proposal under consideration have conducted an analysis pursuant to Title VI guidance to determine whether the proposal would have a disparate impact and/or disproportionate burden² on the minority and low-income communities they serve. The paragraphs below summarize the conclusions of those analyses. In Part II below, more detailed descriptions of these analyses are provided.

Subway/Bus Fare Proposal: Analyses conducted by NYCT and MTA Bus of the 2023 fare proposal (as described in further detail below) concluded that it would not have a disparate impact or disproportionate burden on minority or low-income riders served by NYCT and MTA Bus.

Commuter Rail Proposal: Analyses of the fare proposal applicable to transportation on the commuter rails conducted by Metro-North and LIRR each found that the proposed 2023 fare change would not have a disparate impact or disproportionate burden on minority or low-income riders served by Metro-North and LIRR.

¹ As recipients of federal grants made by the United States Department of Transportation (“DOT”), the MTA affiliated and subsidiary agencies that provide subway, bus and commuter rail services are subject to the requirements of Title VI, which prohibits discrimination on grounds of race, color or national origin under a program or activity receiving Federal financial assistance. In addition, DOT’s Order on Environmental Justice requires DOT grant recipients to take certain actions to address environmental justice concerns affecting minority and low-income populations.

² The FTA required analysis for minority populations is disparate impact and disproportionate burden for low-income populations. The disparate impact analysis is used when the low-income population is also a minority population.

II. Agency Title VI Fare Change Analyses

A. New York City Transit

1. Proposed Fare Change

The following fare proposal was analyzed.

Single Ride Ticket fare changes from \$3.00 to \$3.25 and the base fare will change from \$2.75 to \$2.90. Unlimited 7-day MetroCards would change from \$33.00 to \$34.00 and Unlimited 30-day MetroCards would change from 127.00 to \$132.00. The Express Bus base fare would change from \$6.75 to \$7.00, and the 7-Day Unlimited Express Bus Plus pass would change from \$62.00 to \$64.00

- Minority riders would continue to pay a substantially lower average fare (\$2.07) compared to non-minority riders (\$2.33).
- Low-income riders continue to pay a substantially lower average fare (\$2.10) compared to high-income riders (\$2.28).

2. Methodology Used by NYCT

To evaluate fare changes, Transit developed a model that predicts fare revenue, ridership, and average fare by media type, based on historical electronic fare data that is maintained by Transit's Office of Management and Budget. The model contains two components calibrated from observations made before and after previous fare increases: "revealed" diversion rates between different fare media (i.e., cross-elasticity); and trip attenuation rates (i.e., direct elasticity), because some passengers curtail discretionary trips because of higher fares. This model therefore accounts for diversion between transit and other modes and between different fare media but does not disaggregate across different demographic groups.

To disaggregate the model across different demographic groups, and to therefore be able to determine the impact of fare changes on low-income and minority riders, first each subway station and bus route is classified as minority or non-minority, and low-income or high-income. These classifications are based on NYCT's Title VI reporting methodology that defines minority and low-income areas as Census tracts where minority and low-income resident percentages exceed NYCT's service area averages. Using these averages, subway stations within or adjacent to minority/low-income tracts are classified minority/low-income stations. Bus routes that have more than one-third of route length traversing minority/low-income tracts are classified minority/low-income bus routes.

NYCT then weighs each subway station and bus route with the use of passengers' actual fare media preferences at those locations and computes average fares by demographics on the basis of location profiles. To determine the current fare mix by demographic attribute (i.e. minority status, income level) and by mode of travel (i.e. local bus, express bus, subway), NYCT uses electronic fare payment data from all subway stations and bus routes for a one-

month period, generally October or May, both historically high-ridership months.³

The NYCT Title VI reporting methodology assumes that the demographics of subway riders correlate with the residential demographics of the Census tract in which the subway station lies. This assumption is corroborated by using the MTA Customer Satisfaction Survey and the Limited English Proficiency (LEP) intercept survey, which have shown that a high percentage of NYCT riders live within ¼ mile of their most frequently used mode of transit. The fare mix is validated using the MTA Customer Satisfaction Survey data.

Data from surface transport is analyzed at a route level and data from subways is analyzed at an originating-station level. The fare model described above is then used to predict the changes to fare mix and the anticipated changes to ridership levels disaggregated by demographic attribute and mode of travel given the fare option. Combining the results allows the impact on riders, disaggregated by demographic group, in terms of expected average fare paid, to be predicted for each fare change scenario.

Transit then conducts a statistical analysis for minority/non-minority and for at or below poverty/above poverty groups at the station and at the route level (separately for each mode of travel) to determine whether the impact of the fare change is distributed disproportionately between demographic groups for each option proposed. A statistical test concerning the difference between means (technically, a t-test for two samples assuming unequal variance) is used to determine if the differences between demographic groups in the change of average fare paid is significant. This method unambiguously demonstrates whether a difference is statistically significant. If the difference in average fares is not statistically significant, then the change in fare structure does not have a disproportionate impact upon the protected (minority or low-income) group being measured and therefore would not have a disparate impact or a disproportionate burden. However, if a statistically significant difference is found, then it must be determined if this represents a disproportionate adverse impact on a protected group (such as higher average fares for minorities). If it does not, then the fare structure does not have a disparate impact or a disproportionate burden.

In applying the t-test to NYCT's available fare media and demographics dataset, the fare differences between demographic groups are calculated at a subway station/bus route level owing to data collection methodologies associated with the MetroCard Automated Fare Collection (AFC) system. The average change in fare paid is used for the t-test, found by averaging all the differences between the current fare and the proposed fare on a station-by-station and route-by-route basis. Therefore, each subway station/bus route is weighted equally in this analysis.

³ Since Transit assumes that the demographics of subway riders correlate with the residential demographics of the Census tract in which the subway station lies, certain stations (hubs) predominantly used by commuters outside of New York City, such as Penn Station, Grand Central Terminal, Port Authority Bus Terminal, Howard Beach-JFK, and Jamaica-Sutphin/Archer, are excluded from the analysis.

3. Results of the NYCT Analysis

Using the above methodology, NYCT's analysis demonstrated that the fare proposal does not have a disparate impact or disproportionate burden on minority and low-income riders served by NYCT. The findings are detailed as follows:

For local bus service, there is a statistically significant difference in the proposed fare increase between minority and non-minority and low-income and high-income populations. However, the minority and low-income populations are not adversely affected by this proposed fare change as compared with the non-minority and higher income populations, since the net increase in fare is less for minority and low-income riders than for non-minority and high-income riders. Therefore, this proposal does not result in a disparate impact or disproportionate burden for minority and low-income bus riders.

For subway service, there is a statistically significant difference in the proposed fare increase between minority and non-minority and low-income and high-income populations. However, the minority and low-income populations are not adversely affected by this proposed fare change as compared with the non-minority and higher income populations, since the net increase in fare is less for minority and low-income riders than for non-minority and high-income riders. Therefore, this proposal does not result in a disparate negative impact or disproportionate burden for minority or low-income subway riders.

For express bus service, although a meaningful statistical analysis cannot be performed for either minority or low-income, as there are only two express bus routes that are designated as both and minority and low-income, minority and low-income route riders comprise only 3.12% and 4.30% of express bus ridership, respectively, this proposal does not result in a disparate negative impact or disproportionate burden on minority or low-income populations.

B. MTA Bus

1. Proposed Fare Increases

The proposed fare increase for MTA Bus is the same as the one for Transit set forth in Section II. A.1. above.

2. Methodology Used by MTA Bus

The fare change impact assessment is primarily based on information extracted from the most recent MTA Bus Travel surveys, conducted separately for local and express bus services. Included in this survey questionnaire were inquiries as to the rider's trip origin and destination (MTA Bus specific); type of fare media used; the bus route taken; the time of day of the bus trip; and demographic data (including race and household income related information, specifically both household income and household size). The survey is conducted separately for local and express bus riders, based on the different fare structures between these two types of services. In the event that some survey responses lack key demographic information, the pre-determined route designations (minority/income) are used for those responses. These route designations are historically derived by using the one-third rule for each MTA Bus route (both local and express), meaning that a route is designated minority and/or low-income if at least one-third of its total revenue miles are located in minority and/or low-income Census tracts.

With each survey, the respondent's race and income are determined by direct response. Two types of analyses are then performed. The first involves creating an index (a cost per trip factor) by individual, for both minority and income categories (separately for express and local bus services). The second involves creating an additional index (a cost per mile factor), also by individual, for both minority and income categories (separately for express and local bus services). The cost components of both indexes are derived from the survey's fare media responses (substituting the proposed fare structure), while the mileage elements, pertaining to one of the indexes, are calculated by using the origin/destination answers. The resulting cost per trip and cost per mile findings (by minority and income categories), for local and express services separately, are statistically analyzed using the t-test to assess the impact of the proposed fare change based upon income and race. If both of these equity analyses (local/express) show no findings of a disparate impact and/or disproportionate burden, then the proposed fare change is in compliance with Title VI guidelines.

3. Results of the MTA Bus Analysis

Using the above methodology, the fare proposal for MTA Bus does not result in a disparate negative impact or disproportionate burden for minority or low-income subway riders.

C. Long Island Rail Road

1. Proposed Fare Change

Monthly and Weekly tickets would increase up to 4.5%. Recognizing the exceptionally high fares in the farthest railroad zones, monthly ticket fares would not exceed \$500.

The discount for traveling off-peak would be standardized to 26% across both railroads. (Until now, Metro-North's discount was 25% and LIRR's 27.5%).

All other ticket types would increase up to 10%; however, any ticket increase greater than 6% would be held to a maximum increase of \$0.50 per trip.

LIRR would continue to offer UniTicket fares to travel on both commuter rail and connecting bus services. Changes in those fares would be based on changes to weekly and monthly transit fares.

Policies regarding the calculation of onboard fares and refunds would remain unchanged.

The MTA is also considering discontinuing both the \$5 One-Way LIRR Atlantic Ticket and \$62 LIRR Weekly Atlantic Ticket pilots, as well as the 20-Trip Peak Ticket. For the purposes of the LIRR fare equity analysis described in Section 2, the analysis was performed both with the one-way and weekly Atlantic Tickets and 20-Trip Peak Ticket and without. Under both scenarios, there was no disparate impact or disproportionate burden.

2. Methodology Used by LIRR

LIRR used data gathered from the Fall 2022 MTA Customers Count Survey. The Survey provides demographic information and statistically valid origin-destination ("OD") sets derived from customer responses, as well as the distribution of various fare media (e.g., monthly tickets, weekly tickets, one-way trip, ten-trip tickets) used by the responding riders. Fare media type is used to determine commutation patterns: monthly and weekly tickets are considered commutation trips; all other fare media types are assumed to be non-commutation trips.

Employing a statistically valid random sample of selected respondents (minority/non-minority and above poverty level/at or below poverty level) and their associated origin and destination stations and fare media, LIRR determined two factors: the proposed per-trip fare and the amount of increase in cost per trip. A statistical test ("t-test") was employed to determine whether there is any disparate impact or disproportionate burden with regard to race or income, respectively, within the two ticket type groups (commutation/non-commutation) for both factors (proposed per-trip fare and cost per trip increase).

If the result for either factor is in favor of minority and / or low-income populations, or if the differences are statistically insignificant, the analysis meets Title VI requirements. All of the outcomes were either favorable to minority and low-income customers or demonstrated differences that were statistically insignificant.

3. Results of the LIRR Analysis

Using this methodology and its associated analysis techniques, LIRR found that the proposed 2023 fare changes have no disparate impact or disproportionate burden on both minority and low-income riders, respectively, served by LIRR.

D. Metro-North Railroad

1. Proposed Fare Change

Monthly and Weekly tickets would increase up to 4.5%. Recognizing the exceptionally high fares in the farthest railroad zones, monthly ticket fares would not exceed \$500.

The discount for traveling off-peak would be standardized to 26% across both railroads. (Until now, Metro-North's discount was 25% and LIRR's 27.5%).

All other ticket types would increase up to 10%; however, any ticket increase greater than 6% would be held to a maximum increase of \$0.50 per trip.

Metro-North would continue to offer UniTicket fares to travel on both commuter rail, connecting bus and ferry services. Changes in those fares would be based on changes to weekly and monthly transit fares.

Policies regarding the calculation of onboard fares and refunds would remain unchanged.

For west of Hudson services in New York State operated by New Jersey Transit, Metro-North is proposing no increases for any ticket types.

The MTA is also considering discontinuing the 20-Trip Peak Ticket. For the purposes of the MNR fare equity analysis described in Section 2, the analysis was performed both with the 20-Trip Peak Ticket and without. Under both scenarios, there was no disparate impact or disproportionate burden.

2. Methodology Used by Metro-North

The fare change evaluation methodology utilizes the fall 2022 MTA Customer Satisfaction Survey data to determine the impact of the proposed fare changes on minority and low-income customers. The survey includes customers from Metro-North's Hudson, Harlem and New Haven lines and the 3 Connecticut Branches (Danbury, New Canaan, and Waterbury). The survey provides trip information derived from customer responses and also provides the distribution of fare media types (e.g., monthly tickets, weekly tickets, one-way trip tickets) used by the responding riders across all lines and at all times of day.

Metro-North defines minority customers as all respondents who indicated they were Black or African American, Asian, Native American, Hawaiian or other Pacific Islander or mixed.

Metro-North defines low-income customers as all respondents who indicated their income was at or below U.S. Health and Human Services Department guidelines for combinations of annual household income and household size.

The analysis measures the two factors below to separately evaluate impact to both minority and low-income customers under each of the proposed fare types:

- New cost per trip
- Amount of increase in cost per trip

The evaluation uses demographic and fare media information from each complete survey response to conduct a statistical test (“t-Test”) to determine whether the proposed fare change has a disparate impact or disproportionate burden with regard to race or income, respectively. If the statistical test results is in favor of minority and/or low-income populations, or if the differences are statistically insignificant, the analysis meets Title VI requirements.

3. Results of the Metro-North Analysis

Using this methodology and its associated analysis techniques, Metro-North found that the proposed 2023 fare proposal has no disparate impact or disproportionate burden on both minority and low-income riders, respectively, served by Metro-North.